

ABSTRACT OF THE DISCLOSURE

An ignition timing control apparatus for an internal combustion engine having a plurality of cylinders, wherein operation of the engine is switchable between a partial-cylinder operation, which operates some of the cylinders, and an all-cylinder operation, which operates all of the cylinders. Basic ignition timing is calculated according to an operating condition of the engine. Knocking is determined based on an output of the knock sensor. A correction amount of the ignition timing is calculated according to a result of the knocking determination to suppress knocking, and the basic ignition timing is corrected with the calculated correction amount. Learning values of the correction amount are calculated corresponding, respectively, to partial-cylinder operation and all-cylinder operation, and one of the calculated learning values is used according to the operating condition of the engine.